

COMMERCE BOARD REJECTS TEN-CENT HARBOR TOLLS TAX

Members Feel Proposed Measure
Would Be Discriminatory
Against Honolulu

SELF IMPOSED TONNAGE FEE MIGHT BE DROPPED

Loss of Present Fund Would
Cripple Leahi Home and Pa-
lama Settlement Work

(From Thursday's Advertiser)

Harbor tolls of ten cents a ton on all incoming and outgoing freight that passes over the territorial wharves of Hawaii, as proposed in a bill now before the legislature, were unanimously declared yesterday by the Honolulu chamber of commerce to be discriminatory and, as such, prejudicial to the best interests of the port.

There was no question in the mind of the members, after listening to Colonel C. J. McCarthy, territorial treasurer and a member of the board of harbor commissioners, that the wharves that now line the waterfront are rapidly falling apart and must be replaced by permanent structures of reinforced concrete; they wanted to make Honolulu a modern port, and they realized that it will take money to do it; but when it came to raising the money, they balked at the idea of shouldering all the expense on the merchants, the shippers, and the Inter-Island Steam Navigation Company, and unanimously put the chamber on record as opposed to any such proposal.

Subject of Discussion
Technically, the discussion was limited to consideration of Section 609-A of the Revised Laws of 1915. The bill as a whole was referred back to the legislative committee of the chamber, which offered to call into consultation the committee on maritime affairs. The bill was fathered by the harbor commissioners, but though they attended the meeting of the chamber, they did not urge their measure, confining themselves to a presentation of the facts and leaving the chamber to arrive at its own conclusions as to how conditions best could be met.

Huge Interest Charges
"Repairs to and maintenance of our wooden wharves for the past five years," said Colonel McCarthy, "has amounted to fifty per cent of their initial cost."

"We are now spending \$600,000 a year, or between twenty and thirty per cent of the wharves' territorial expenses, in paying the interest on a plant that must be renewed almost as fast as it is constructed."

"What we need is a self-supporting plant, one that shall from its own revenues take care of maintenance, interest on the bonded indebtedness out of which it was built, and provide for a sinking fund to pay off that indebtedness when it matures."

"You've got to have the wharves. Where's the money coming from? Shall it come from taxation spread over the entire Territory, or shall the wharves supply it themselves?"

"The harbor board wants no sympathy. We are a part of the government serving without pay. We lay things before you as we find them."

Superintendent Forbes of the department of public works, and as such chairman ex officio of the board of harbor commissioners, followed with a detailed report on the present condition of the piers.

White ants and termites, he said, have eaten away the four inch planking, the stringers, caps and posts of Pier seven until it was impossible to reconstruct it. The best that could be done was to patch it up sufficiently so that it should not fall into the harbor over night.

Piers twelve and fourteen were so much better. Pier sixteen was worse; it was beyond the possibility even of repair.

Such was the physical aspect of the problem. Colonel McCarthy already had presented the financial aspect.

The Turning Point
It was at this juncture that J. L. McLean, vice president of the Inter-Island Company and one of the newly elected directors of the chamber, read a carefully prepared report which made such an instant impression that there never was any doubt thereafter of what action the chamber would take. The Advertiser prints the full text of the report below.

Ever since wharfage tolls became a subject of general discussion among business men it has been generally assumed that they were hostile, but it was the report of Mr. McLean, ably reinforced by the verbal arguments of A. Lewis, Jr., second vice president and general manager of the Bank of Hawaii, that crystallized the sentiment of the chamber.

Mr. McLean and other speakers have shown that, under the proposed tolls, the shippers by Honolulu merchants, if their customers in other islands would be liable to a tax of ten cents the ton on the original importation, ten cents when he goods went out again to the other island, and ten cents when they were landed there, making thirty cents in all.

Double Discrimination
Under such conditions, the merchants and shippers argued two effects. In the first place, they felt they would be unable to compete with mainland dealers. People would deal direct with the mail order houses.

"Every year," said R. J. Buchty, "we are persecuted a little more severely by the merchants of the mainland. In hard times we have to meet their prices."

That was discrimination against Ho-

GREAT BRITAIN AND RUSSIA OPPOSE DEMANDS OF JAPAN

(Continued From Page Two.)

Fair Competition All Japan Agrees

"Now commercial rivalry should be fought out on the ground of fair play in competition. Our Government does not help our merchants to contend with foreign merchants in China, beyond the general encouragement which all governments give to their subjects to further foreign trade."

"Some time ago an American Commission came to the Far East to investigate why American cotton goods are being superseded by Japanese article. It was suspected that we were resorting to unfair means. The Commission visited the cotton mills in Osaka and other places, and saw for themselves that the Japanese cost of production is slightly below the American, and hence the goods could be sold more cheaply, with the result that they did sell in spite of inferior quality."

Why Americans Should Buck Up

"I believe that, as American manufacturers pay more attention to their export trade, they will study foreign markets and accommodate their products to foreign demands. They will readily find the Chinese market is an open one, and that Japan is not resorting to unfair means to control it. I feel like advising American mill-owners to come to the East and study our commercial methods as well as the China market."

"As regards questions now pending between China and Japan, our demands are no way trespass upon the principles of the open door, and China's acceptance will not hurt in the least the rights of any third power. The strong desire of Japan is that China should attain real dignity and independence, and should not fall a prey to any nation. Her integrity and prosperity are not only an advantage to us, but the sole guarantee of peace in the Far East. To secure this peace is the underlying motive of Japanese diplomacy."

olish, which is a way port, a center of distribution and, in the nature of things, is bound to remain such, whatever may be its growth in the future.

In the second place there was discrimination against the territorial wharves, shippers in bulk, who own their own wharves, would pay nothing, either on outgoing or incoming freight.

Mr. Wharves Lake Road
It was on this point that Chairman Lewis dwelt. "The tendency of this bill," he said in substance, "is to drive business from public to private wharves."

"We are an island community. Conditions with us are not those on the mainland. We can't move without crossing our wharves. On the mainland a shipment may come in by rail and go out by water, or vice versa, or it may come in and never go out again, but in this is a port the business of which is mainly a distributing, a transfer business."

"Our wharves are more like our oaks; they are a part of our system of communications. They are more like public thoroughfares, used and paid for by the whole community."

Moreover, we are advised by rumors—I wish to make it plain that there has been no threat—that if this bill is passed, the private wharf owners will drop the voluntary payments of ten cents a ton on outgoing shipments which they now make."

These voluntary payments go largely to the support of the Leahi Home and the Palama Settlement. L. A. Thurston, also one of the newly elected directors, explained their origin.

When Oriental cholera first came to the islands, he said, it caught the territorial government practically without funds, as did the bubonic plague, in later years.

Warned by the menace of such a shortage, the business men of the community had pledged themselves to maintain a permanent fund, to be raised by a voluntary imposition of a shipping tax. It was not a charity they had undertaken, but self protection.

Then came tuberculosis, "and it rapidly obtained such a foothold," said Mr. Thurston, "that it grew to be a menace almost equal to that of the plague."

"Experience taught us that such institutions as the Leahi Home and the Palama Settlement could do more effective work in combating tuberculosis than we could through a committee of our own, and we turned over to them our fund."

But Control Our Fund
"Although I am not speaking now of the article before the consideration of this body, I wish to emphasize my belief that we should on no account allow the control of this fund to pass out of our hands. Only the other night was told by one of the directors of the Leahi Home that there are now six urgent cases at large, endangering the health of the community, which the same is unable to care for because it lacks the funds."

"We all know from experience how difficult it has been to interest either the legislature or the supervisors in the home and the settlement. Where would they be without this aid, our fund, and where should we be without the highly efficient work of the Leahi Home and the Palama Settlement?"

Motions to commit the chamber to an expression of opinion on how the harbor should be improved, whether by general taxation or a property tax, failed, and the bill was referred back to the committee on legislation, with the clause 609-A disapproved by unanimous vote.

THE DECIDING ARGUMENT
The full text of Mr. McLean's argument, which decided the vote of the day, follows:

"I welcome the opportunity afforded me today, of speaking to you upon the question of the proposed legislation which has been referred by the board of harbor commissioners to the members of this chamber for their approval, and in taking advantage of this opportunity I wish to say that, in my opinion there is no question of more importance, affecting the welfare of the merchants of Honolulu at the present moment, than this proposed legislation, for if the bill now before you goes into effect, it will mean that the Honolulu merchants, with the handicap of this measure placed on them, will be unable to compete with the direct shipments made to the outside ports in the Territory."

Discriminatory Measure
In referring to the proposed act to amend Chapter 40 of the Revised Laws of 1915, which has been submitted for your consideration, I desire first of all to speak upon that section numbered 609-A, referring to tolls to be charged on all merchandise or supplies passing

over government wharves, and to call your particular attention to the discrimination and injustice it will work against the merchants of Honolulu.

"As you all know, the bill provides for the levying of a toll charge not to exceed ten cents per ton on all merchandise or supplies entering the ports of the territory and passing over a government wharf, and a similar toll charge on all merchandise and supplies leaving any port in the territory and passing over a government wharf."

"Now gentlemen, what does this mean? Simply this: That all goods which are sold by the merchants of Honolulu to customers on the other islands of this territory, will be liable to a tax of thirty cents per ton, for in addition to the toll of ten cents per ton, and ten cents per ton out of Honolulu, this same merchandise will also be liable to pay another toll of ten cents per ton when it is delivered on a government wharf on any of the other islands. Is not this an unfair discrimination against your city?"

"I submit that it is, especially in view of the fact that Honolulu is a way port and the principal distributing point of the territory. Honolulu has always been such and will always remain so, on account of its excellent harbor and sheltered harbor, but if such legislation as is now proposed is enacted, a very large percentage of the business now enjoyed by the merchants of Honolulu, will be lost to them, as it will be driven to the outside ports on account of the discriminating and unfair treatment which Honolulu will receive by such a law."

"In fact, for such laws should be enacted? A law that will benefit one section of the territory at the expense of another? I think not, and I believe, gentlemen, that after you have given this matter your earnest and careful consideration, you will come to the same conclusion."

"At a conference held a few days ago between the members of the board of harbor commissioners and the legislative committee of this chamber and the planers' association, the statement was made that the collection of tolls on merchandise was nothing new, that all other ports of any size collected such tolls. I do not believe, gentlemen, that an investigation into the actual facts will bear out this contention, and it is my opinion that you will find on investigation that in nearly all cases where the port is a distributing point, or a way port, as Honolulu is, tolls on merchandise are not collected, for the reason that it would be unfair to attempt to collect such a tax."

"I desire further to call your attention to the manner in which it is proposed such toll charges are to be collected. The act provides that the owners or agents of the water craft discharging merchandise onto, or loading from government wharf, shall collect the toll charges and pay same to the board. There is probably no one in this room who realizes exactly what this means, so I will endeavor to enlighten you on the subject."

Burdens Steamship Companies
In the first place, the proposed arrangement would no doubt be an excellent one for the board of harbor commissioners, for they would not be put to any expense or trouble in collecting the tolls, but how about the steamship companies, particularly the local company, which it is my privilege to represent?

"Let us look into the details a little and see what it means to them. It will perhaps surprise you when I state that during the year 1914 our freight clerks signed more than 842,000 bills of lading for merchandise shipped by our steamers to and from the port of Honolulu, and when you stop to consider that there are often several separate items on each bill of lading and that the tax for tolls would have to be computed at the time of shipment and the money collected, you will realize what a stupendous amount of clerical work it is going to involve."

"It is true that one of the members of the Board of Harbor Commissioners suggested to me some time ago, that some provision might possibly be put into the bill, to compensate the Inter-Island Company for making these collections, but gentlemen, if we took one-half of the entire amount that would be realized, for our compensation, it would hardly pay the extra expense we should be put to. This probably seems to be a rash statement at first glance, but if you will look carefully into the matter, you will find that it is not so very wide of the mark."

"In addition to this, think of the inconvenience and delay it would cause shippers, when you consider the

NEW OFFICERS OF CHAMBER OF COMMERCE

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extra time it would take to compute and stamp on every bill of lading the amount of toll to be collected. This may appear to be a personal matter with me, in so far as the Inter-Island company is concerned, but I maintain, gentlemen, that it is not fair to expect any company doing a purely local business such as ours to be put to the expense or to be hampered with any such work."

"It is quite a different proposition where large shipments are made on a few bills of lading, by steamships making a trans-ocean voyage, giving the purser and freight clerks ample time to work up the tolls and other charges to be collected at destination. Quite a different procedure this is than in the Inter-Island business, where steamers only have a few hours in which to receive and load cargo. Please take this into consideration also, when reaching your conclusions on the proposed bill."

Important Omissions
There is no mention in the proposed act as to whether the toll shall be charged on a ton of weight or measurement, also there is no mention as to what the charge shall be on fractions of a ton, or what the minimum charge shall be. The omission of these details may have been purely an oversight on the part of those drafting the bill, but they are important omissions nevertheless."

"The section in the proposed act relating to toll charges is also rather ambiguous, as to whether a charge shall be made and collected on merchandise when discharged from one vessel into another. Should any such law as proposed be enacted, in order that there be no misunderstanding, an addition to this section should be added, reading as follows:

"Nothing in this section shall be considered or intended to mean that freight or supplies discharged from one vessel directly into another, shall be taxed a toll charge."

"In conclusion, gentlemen, I wish to go on record as being unqualifiedly opposed to the proposed tolls on merchandise going to or from one island port to another, and I believe the only fair toll that can be imposed, would be one on merchandise only when coming into this customs district."

"Such a tax would at least be an equal burden on all ports of the territory having government wharves, and there would not be any discrimination against or in favor of any port in the territory."

"I do not believe, however, that the raising of revenue on this plan is good or sound policy, for instead of increasing the charges of our island ports every effort should be made to reduce them."

"This would be in line with another act prepared by the harbor commissioners, which if passed by the legislature, will enable them to supply shipping in Honolulu harbor with water at a greatly reduced cost, and I want to say right here, that this bill has the earnest support of myself and associations whom I represent."

"The government is very similar to any public service corporation and should not expect to make all branches of its business pay. There are bound to be some branches that will need support and assistance from its general funds, to equalize expenses that must be met to maintain the service to the public, and this applies in the present case particularly to our harbors and wharves, which are for the public good and which should be maintained out of the general revenues of the Territory if necessary, and not by an additional direct tax."

LOS ANGELES, March 18.—(Associated Press by Federal Wireless.)—During the St. Patrick's day race here yesterday afternoon, J. McLean, seventy-two years of age, stepped in front of the car of J. H. McLean, going seventy miles an hour, and was hurled sixty feet. Other falling was several, and he was injured internally. At the hospital both were held out for his recovery.

LOS ANGELES, March 18.—(Associated Press by Federal Wireless.)—Jack Dillon of Indianapolis shaded Gault of South of California here last night in a ten-round contest.

LOS ANGELES, March 18.—(Associated Press by Federal Wireless.)—Kilbane out fought Kid Williams here last night in a six-round contest, and to be the bottom weight title.

LOS ANGELES, March 18.—(Associated Press by Federal Wireless.)—The world's war having been accepted, a football was taken, and while the results were being checked on another night, the chamber as a whole proceeded to a consideration of the proposed harbor tolls bill.

Militia Hospital FASTIDIOUS THIEF Corps On Grill SCORNS DIAMONDS: TAKES DOOR KNOB

Federal Inspection of Records
and Property Makes National
Guard 'Shiver in Boots'

Federal inspection of company records and company property of the national guard, which is progressing this week amidst various comments, interesting and instructive, from guard officers, is now half through. The guard is wiser each night than it was the night before; an attribute of inspections and it is whispered that some members have not rejoiced in the new system.

The hospital corps was inspected on Monday night and the other companies in their alphabetical order are being "grazed" on individual nights. A rumor is now drifting around the hospital corps records were marked with less by the inspector, in spite of the fact that the property was properly accounted for, but this cannot be confirmed. However, it is still more noticeable that it is not denied.

As guard circles hear it, the inspector of the hospital corps demanded a card-index system covering property received and issued, etc., such as is said to be in use in the regular army, and was informed that no card-index system was in use in the national guard. Whereupon he asserted that somebody would hear about it, or see about it, or something to that effect, which made twelve other companies equally card-indexed tremble in their uncard-indexed garrison boots.

The interesting factor in the situation, it is pointed out, is that the department hospital at Fort Shafter, itself, knows nothing about card indexes, officially, and that the quartermaster had their records marked "worthless" for an omission prominent in a regular army hospital.

TAVARES WOULD KNOW
WHY INTER-ISLAND
FIGHTS SHY OF KIHEI

Representative Tavares would learn why the Inter-Island Steam Navigation Company will not allow its coast steamers to touch at the wharf at Kihei, Maui. To learn all this he followed in the house yesterday the following resolution, which was adopted:

"Whereas, by act 170 of the Session Laws of 1913, the sum of fifteen thousand (\$15,000) dollars was appropriated to build a wharf at Kihei, and whereas the said wharf has been completed for months, and whereas notwithstanding the completion of said wharf the Inter-Island Steam Navigation Company refuses to take or land passengers and freight at said Kihei wharf, now therefore

Resolved, by the house of representatives, session of 1915, that the committee of public lands and internal improvements be requested to meet the officers of the said Inter-Island Steam Navigation Company and ascertain from them the cause or reason for their refusal to use the said wharf for the benefit of the public, as intended by said act 170 of the Session Laws of 1913."

BARNEY OLDFIELD
DRIVES AUTOMOBILE
80 MILES AN HOUR

LOS ANGELES, March 18.—(Associated Press by Federal Wireless.)—Barney Oldfield ran a perfect control of his machine and the big speeder never once left the track for repairs or new tires. He was followed to the finishing line by Carlson, second; Ruckstell, third; John Marquis, fourth. Nine teen machines faced the starter.

LOS ANGELES, March 18.—(Associated Press by Federal Wireless.)—Young Alton, England's premier middleweight, was accompanied a popular decision over Jimmy Clabby, the American champion, last night at the conclusion of their six-round contest.

LOS ANGELES, March 18.—(Associated Press by Federal Wireless.)—The order of new business, which was the election of officers was then taken up and the following members withdrew their nominations, either by letters which the secretary read, or in person: E. I. Spalding, and Clarence E. Cooke, to be treasurer; G. F. Bush, to be second vice president; and F. L. Waldron and E. D. Tenney, to be directors.

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Safe Full of Gold Watches Put
Aside For Two-Dollar Ticker
In Show Case

READS CORRESPONDENCE: LOOKS OVER ACCOUNTS

But Why, Oh Why, Mr. Police-
man, Did He Steal That Door
Knob? Asks Ho Tong

Almost under the nose of police headquarters, in the heart of the retail business district, a thief walked into the shop of the Crescent Jewelry Company, 110 Tong proppor, early yesterday morning, took his time about opening the safe, in the glare of an electric light, fingered loose diamonds, watches and jewelry worth \$3000 and walked out again with nothing but a two-dollar Ingersoll Junior watch and the door knob.

"The police may well thank him that he did not take the entire stock in trade, for there was nothing to hinder him but some inexplicable whim of his own fancy. No arrest has been made, and the police are so chagrined at that failure that they did their utmost to suppress all details."

Door Locked; Light Burning
The Crescent Jewelry company is a gold and silver smith concern at 1100 Port street, near Paahala. When the special officer assigned to that beat by Bauer's Merchants' Patrol passed the door at two o'clock in the morning on his last round he found the front door locked and saw a light burning brightly inside.

When the shop opened for business yesterday morning the door was unlocked, though closed, the doorknob was gone and the safe was open.

Scorned Mere Diamonds
Mere diamonds and gold, however, had not interested him. The tray containing bags of diamonds, jewelry and gold watches worth more than \$3000 he had lifted to the top of a showcase and left there.

From another showcase he abstracted the Ingersoll Junior watch, an more suited to his personal needs, and then walked out, carefully taking the doorknob with him.

GOVERNOR SIGNS FIVE
MORE HOUSE MEASURES

Five house measures were signed by the Governor yesterday, too late, however, for the secretary's office to notify the legislature before the afternoon adjournment of the two houses. The new laws are:

Act 9 (H. B. 4—Waiholo), designating that the daily pay of laborers on territorial work shall not be less than a dollar and a half.

Act 10 (H. B. 7—Fasoth), relating to the rights of judgment creditors.

Act 11 (H. B. 84—Crawford), requiring fiduciary companies to divulge, at the request of heirs and representatives of deceased persons, the nature of the property in their keeping or charge.

Act 12 (H. B. 85—Cooke), to reimburse H. Kihei for meals supplied immigrants on the steamer Willenden while that vessel was quarantined, December, 1911, and January, 1912, in Honolulu.

Act 13 (H. B. 108—Williamson), repealing the law which required all ordinances of the Honolulu to be recorded in a special book.

House Finance
Committee Favors
Emil de Harne

Representative Kamikoko's bill which provides a pension of thirty dollars a month for Emil de Harne was recommended to passage by the house finance committee yesterday. The report was adopted and the measure will be up for third reading today. In part the report, filed by Chairman Watkins, says:

"After due and careful consideration we find that this bill seeks to provide a pension for one Emil de Harne, who has been a school teacher in the Territory for thirty-two years, eleven years in private schools and twenty-one years in public schools."

"Your committee finds that Mr. de Harne has given the best years of his life to public service, and we believe that he is deserving of the pension provided for in the bill, and we therefore recommend that the bill do pass."

"Your committee would also call attention to the fact that there is no doubt but that there will be many applications for pensions at this time, and we feel strongly that the school teachers' pension bill now before the house should be given favorable consideration."

SERVES THE WHOLE FAMILY.
The fame of Chamberlain's Cough Remedy is world wide. It is good for the deep seated cough of the adult or the croup and whooping cough of the children. The same bottle serves the whole family. For sale by all dealers, Benson, Smith & Co., Ltd., agents for Hawaii.